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SEE AIRMEN FIGHT OVER CITY ROOFS

Mr. and Mrs. Alec. McNab of Bridgeport Return After Thrilling Trip.

Witnessed Attack of Zeppelins on London and Repulse By British.

Standing on the balcony of their hotel, after having been routed from bed by the explosion of bombs. Mr. and Mrs. Alec. McNab, of Bridgeport, watched Zeppelins and British aeroplanes battle in the skies above London on the night of Sept. 8.

With other passengers who arrived home to-day on the Orduna, Mr. and Mrs. McNab brought thrilling stories of the Zeppelins' night attack on London, of the British aerial squadrons' rush to repel the invaders after scores of bombs that killed and injured scores had been dropped, of the kaleidoscopic duel in the skies; and of the sudden retreat of the German airmen, leaving death and destruction in their wake.

Their stories are the first, uncorroborated reports of the most recent aerial attack on London that have reached these shores. Their narratives depicting the spectacle of these newest war engines, silhouetted against the moon as they battled in mid-air, are almost unbelievable. There is a thrill in every word, and their story writes a new epoch in modern warfare.

Mr. and Mrs. McNab were in London, at the Metropolitan Hotel, when the raid came. They had gone to London, where Mr. McNab had business, and during their stay there had heard of the previous raids of the German airmen. What happened on the night of September 8, is thus described by Mr. McNab and others, as they arrived in New York this morning on the Orduna:

"My wife and I were in our hotel," said Mr. McNab, "a week ago last Wednesday night. We had just retired, when the whirr of propellers started us. A moment later, there was a terrific explosion.

"This was followed in rapid succession by others, as scores of bombs showered down in many parts of the city. It was then about 11 o'clock. We knew the 'Zepp' was in the air, and called in London, had arrived.

"We stepped onto the balcony outside our windows, just as staccato reports from exhaust pipes and the whirr of propeller blades told us that the British airmen were ready to meet the invaders.

"Suddenly three or four great shafts of light rent the sky. They were searchlight beams, trying to pick up the German airmen. They shot back and forth across the heavens and finally focused on a Zeppelin. It hung there in mid-air, brilliantly lit by the glow of many searchlights now playing on it, and occasionally playing a tattoo, directed at the enemy, on a rapid fire gun mounted in the bow of the ship.

"Immediately after the searchlights had picked up the Zeppelin, the British airmen and the land forces began their attack. Shells seemed to explode all around the invader as it hung there in mid-air—looking for all the world like a huge mass of converted into a sea of fire.

"Some think the Zeppelin was hit by one of the shells; others hold differently. At any rate, after withstanding the fire for several minutes, the invader turned almost vertically and shot high into the clouds. Searchlights failed to find her and a few moments later the firing ceased.

"We had seen a Zeppelin raid on London. We knew later that scores were killed and hurt in the attack and that great material damage was wrought. Yet London was not panic-stricken. In fact, folks, clad in night dress, who had calmly watched the battle from the windows, stood about discussing the raid for hours after it occurred. The next day found long lines waiting to enlist at the recruiting offices.

Mr. McNab is president of The McNab Co., an is a member of the marine specialties. His iceberg detector has come into general use since the Titanic disaster.

A few hours after the raid on London, September 8, Mr. McNab, called his offices here that he and his wife were safe. These private advices of the Zeppelin attack reached here long before admission of the raid was officially announced at the war office.

TELL THRILLING STORIES OF AIR RAIDERS' VISIT

New York, Sept. 20.—A handful of persons from the millions who saw the first Zeppelin raid over the heart of London, on the night of September 8, reached New York today aboard the steamship Orduna with thrilling stories of the fight in the sky between the invaders and British aeroplanes, and other details of the damage inflicted which had hitherto been suppressed by the censor.

There were said to be Zeppelins in the fleet, although those who told the story today had seen but one. They circled over the theatre and hotel district of London, dropping explosive and incendiary bombs. One of the latter, it was said, caused the destruction of an entire block of warehouses within five minutes' walk of St. Paul's Cathedral. An explosive bomb ripped through a six-story tenement in the center of the city, scattering the building from top to bottom and killing a dozen or more men, women and children as they slept.

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RAILROAD SECTION HANDS ON STRIKE FOR BETTER WAGE

Roadbeds Guarded By Watchmen—Strikers Demand Increase of Pay From \$1.75 to \$2 a Day—Special Agents of Company and Deputy Sheriffs Are Pressed Into Service to Watch Roadbed in Place of Strikers.

The walk-out of 100 track-walkers and maintenance of way men keeping the tracks of the New Haven road in repair between Norwalk and Milford has precipitated one of the most serious strike situations that the railroad has had to face in many years.

The walk-out came suddenly on Thursday without any notification when the foremen asked for an increase in the wages of the workmen from \$1.75 per day to a rate equal to \$2. The strike itself is said to have been precipitated by the employment of strike-breakers in the freight houses at Bridgeport, New Haven and elsewhere.

No work trains have left this city since Saturday night and every means on the part of the officials has been used to keep the matter secret. It has been impossible to replace the men formerly working as section gangs for the reason that they are foreigners and the company fears violence and the safety of passengers is involved.

The section gangs are those which comprise the track-walkers that watch rails, ties and bridges for the slightest defect that it may at once be repaired. The New Haven gangs went on strike Wednesday and were closely followed by those in this section.

Saturday afternoon Police Commissioner L. B. Bristol, in his capacity as railroad official, telephoned to County Sheriff Pease and asked to have some deputies sent along the tracks to put the striking track-walkers off railroad property. The strikers had started from this city to walk along the tracks and at Fairfield had persuaded one section gang to strike. Railroad officials feared the strikers would induce the section gangs between this city and New York to strike.

Sheriff Pease in company with Deputies Gould and Perry and former Deputy Elwood rushed in an automobile to Saugatuck where they headed off a procession of 80 strikers. The sheriff explained to them that he was not interested in the merits of the strike but as the railroad company had complained about their trespassing on company property they would have to get off the tracks. The strikers made no objection to this order but immediately walked off the tracks and continued their journey on the public highway. The Fairfield section gang returned to work.

Special agents of the company have been rushed to this section and are patrolling the tracks as well as may be, but the isolated stretches of country between habitations or towns make such patrol a most hazardous matter. Deputy Sheriffs all along the line have been enlisted by the company and it is reported that in Norwalk special police protection of the tracks in that section has been given since Saturday night. As yet no Bridgeport police have been asked to patrol.

JOHNSTON TO MAKE THIS CITY HIS HEADQUARTERS FOR 8-HOUR MOVEMENT

William H. Johnston, President of the International Association of Machinists, has decided to make Bridgeport and vicinity his headquarters for a few weeks. He is in Cleveland today but will return here before the end of the week. The activity of the machinists in this neighborhood makes his presence almost imperative and it was announced today that this vicinity has been selected for offices.

Machinists on picket duty at the American Chain Co. plant said this morning that they counted 22 Yale students leaving the factory last Friday. They say they worked in the shipping room and that no mechanics have been employed in the places of the strikers.

The freight handlers' strike, which has been dormant as far as activities are concerned, is expected to be of importance in a few days, when freight handlers all over the New Haven road may be on strike. The Simon Hard Rubber Co. employees are holding out for the eight hour day. The offer of the company

CARRANZA ARMY UNDER OBREGON NOW IN TORREON

El Paso, Sept. 20.—The occupation of Torreon by the Carranza forces under General Obregon was under way today, according to unofficial reports. It was said aeroplanes flew over the city in advance of the troop trains. General Villa retired from the city yesterday owing, it was said, to lack of provisions.

HUBER CANDY STORE AND CASH REGISTER ROBBED

Thieves entered the candy shop of Jacob Huber at 111 Wall street some time Sunday night and rifled the cash register to the extent of \$17.69. Entrance was gained through the transom over the front door.

Youngster Battles With Rat; His Hand Poisoned From Bite

Twelve-year-old Armond Pettit of 98 Oak street endeavored to fight a large rat in his back yard last Wednesday. Armond grabbed the rodent by the tail and was bitten on the hand when the rat inflicted a painful bite on the right wrist of Armond. He neglected the wound with the result that it became infected and he received treatment at the Emergency hospital to-day.

JUDGE FINES JETNEUR FOR OVERCROWDING CAR

For overcrowding his jitney to the extent of carrying 10 passengers in a five passenger car, at Bayrum avenue and East Main street, yesterday, Earl H. Woods, a local jitney driver living at 751 Beechwood avenue, was fined \$2 by Judge Bartlett to-day in the city court.

ONE LOST WHEN PASSENGER SHIP BURNS IN OCEAN

Greek Steamer Abandoned as Fire Sweeps Her From Stem to Stern.

WIRELESS MESSAGES BRING RESCUE SHIPS

Nearly 500 Are Transferred with Safety From Doomed Liner Athinali.

Halifax, N. S., Sept. 20.—The Greek steamer Athinali was destroyed by fire at sea with the loss of one life, according to a message received by the marine department today. The steamer Tuscania rescued 408 passengers and crew and the Roumanian Prince 61 others.

The message from the Tuscania was dated at 7 a. m. today and was the first official word received from the liner since the wireless report last night that the Athinali was afire and that the Tuscania had rescued passengers.

The origin of the fire was not stated in the message, which read:

"Heard distress call at 8:30 a. m. yesterday. Arrived at spot at noon and sent line across the help them. Transferred passengers about 4 p. m. Athinali was abandoned about 5:30 p. m. We rescued 408 passengers and crew and the Roumanian Prince 61 others. There was only one life lost, that of a man who jumped overboard.

"We left the wreck burning fiercely in No. 1 and 2 holds at 10:30 p. m. Position, Lat. 54 north, Long. 57.4 west. The Athinali sailed from New York last Thursday for Greece. She carried 61 first, 47 second cabin and 212 steerage passengers. The others on board were members of the crew. The cargo consisted of considerable quantities of flour, coffee, cotton, rice and lubricating oil.

"The Athinali was 6,742 tons gross and had an average speed of 15 knots. She was 450 feet long and 32 feet beam. The vessel was built in England in 1908 and was owned by the National Steam Navigation company, of Greece.

SALT'S TEXTILE STRIKE LIKELY TO END AT ONCE

Kip Will Meet Committee Representing Striking Employees Tomorrow.

Settlement of the Salt's Textile Co. strike tomorrow is believed to be very probable. A conference, at which Fred E. Kip, president of the concern and three employees from each department of the factory will be present will be held tomorrow morning.

A meeting of the employees was held this morning in Eagles' hall. It was agreed that the same demands that have been supported for the last few weeks, will be the basis for the agreement, on the side of the strikers.

The ranks of the strikers are thinning out. Many would prefer to return to the Salt's factory under improved conditions, the need of jobs has caused them to go elsewhere and not a few have obtained work in the Remington Arms & Ammunition Co.

STRIKES IN TWO BRISTOL PLANTS HAPPILY ENDED

Bristol, Conn., Sept. 20.—The labor situation in this city was considerably cleared up with the return to work today of the striking employees at two factories.

Those at the New Departure Manufacturing Company, who had been out four full working days, returned this morning under a compromise settlement with the company of a fifty hour week with pay for fifty-seven and a half hours, time and a quarter pay for overtime work and time and a half for Sundays.

The spinners at the knitting mills of the N. L. Bergsons Company who walked out for an increase from \$1.70 per hundred pounds to \$1.85 resumed work on the compromise offer of \$1.80. The strike at the Bristol Brass Company and the Clayton Brothers Shear Manufacturing plant remained unchanged.

There was some disorder at the latter place at starting time. When Frank S. Merrill, captain of Company D, first Connecticut Infantry, who is employed in the shipping department, started to enter the factory he was assaulted by strikers, who kept him out of the place until the police arrived. Stephen Ogenski and Julian Troboski, strikers, were charged with the assault. In police court the cases were continued until tomorrow under bonds of \$100 each.

Bonding Co. Seeking Missing N. Y. Banker

Hartford, Sept. 20.—Daniel N. Gage, secretary of the Aetna Accident & Liability Company, said today he had advised the office in New York of a detective agency to join in the search for Henry S. Bradley, the missing New York banker teller. It is understood that the company is on Bradley's bond for \$10,000.

FIRST WIFE OF COL. HEFT SUES HIS ESTATE ALLEGING FRAUD IN HER DIVORCE SUIT

DEAD FINANCIER ACCUSED OF FRAUD



COL. N. H. HEFT.

GERMANS MAKE DRIVE AGAINST SERBIAN ARMY

Push Czar's Forces, Now in Full Retreat to Escape Capture.

Berlin, Sept. 20.—Announcement was made by the war office to-day of an attack by German forces on the Serbians. It was said the Serbians were driven back.

German forces are pursuing the Russian army, which is attempting to escape from the enveloping movement in the Vilna region. The Russians are offering little resistance to the advancing Germans.

GREAT BATTLE NEAR IN EASTERN THEATRE

London, Sept. 20.—The Russian army moved since the fall of Vilna by the German encircling movement is estimated variously at 250,000 to 500,000 men. The conditions under which the Russians are attempting to extricate themselves furnish a striking parallel to those which followed the capture of Warsaw. They may precipitate one of the greatest, if not the greatest battles which has been fought on the eastern front.

Although no official confirmation had been received in London from Petrograd this morning of the fall of Vilna, the British press has accepted the German claim readily in view of the situation that had been developing. Concern is expressed for the retreating Russian force. So far as can be judged, Field Marshal Von Hindenburg's troops have flung a loop around the Russians over a front of some 200 miles and are not only in their rear but are menacing seriously the single railway line and the few available wagon roads stretching to the south.

As was the case at Warsaw, the number of Russians left behind with the evacuation of Vilna was not great. Apparently the only way in which the retreating forces may ameliorate the situation is by a counter blow. It is pointed out that Von Hindenburg's cavalry has penetrated so deeply into hostile country as to create a salient open to sudden attack, if the Russians should be able to command reinforcements at the proper time and place, but it is not believed here that his opponents are in a position to deal such a blow with effectiveness. A great deal of speculation as to the German objective.

Opinion is divided whether Von Hindenburg will seek merely to close his loop, thus capturing the army within the net or will press eastward towards Minsk and from the west through Silesia in an effort to reproduce the encircling movement on a more gigantic scale and again try for a decisive victory. Similar tactics attempted after the fall of Warsaw met with failure. The Russians are employing their familiar rear guard tactics, and the hope is expressed in the British press that they will be able to fight their way out without shattering losses.

Next to Warsaw, Vilna is the most important town in western Russia. It is a railway junction of great military importance. It was from Vilna that Napoleon fled in disguise in 1812, during the retreat from Moscow.

FIRST GAME IN WORLD'S SERIES ON OCTOBER 9

Cincinnati, Sept. 20.—August Herrmann, chairman of the National Baseball Commission, in a statement published today, said that the world's series probably would start on Saturday, Oct. 9.

Pennsylvania Woman Enters Courts on Eve of What Promised to Be Final Settlement of Late Railroad Financier's Estate and Alleges He Defrauded Her.

CLAIMS HE CONCEALED HALF MILLION IN PROPERTY FROM HER AT DIVORCE

Now Wants Court to Review the Proceeding and Make Allowance in Addition to the \$20,000 Which Was Given Her In Connection With Her Divorce Decree.

Accusing the late Col. Nathan Hopkins Heft, railroad promoter, electrical expert, and former head of the electrical department of the New Haven road, with having committed fraud at the time she divorced him, his first wife, Frances Helene Heft, stepped into the courts at a dramatic moment here today, on the eve of the settlement of his estate, with a claim for larger alimony.

Papers that effectually delay the settlement of the estate of the financier were filed in both the Fairfield County Superior court, and in the Probate court, today, by Former Congressman Robert E. DeForest, counsel for the first Mrs. Heft.

Tomorrow the final accounting of the second Mrs. Heft and the son of the first Mrs. Heft were to have been filed with the probate court. They are acting as administrators of the estate. Col. Heft died leaving no will, and under the state law, the property would fall, one third to the widow, the remainder to the son. The son is Dr. George Stanley Heft, of 668 Riverside Drive, New York city.

The first Mrs. Heft claims that Col. Heft represented at the time he was divorced, that he was worth \$100,000, when, as a matter of fact, he was worth half a million more than that sum.

Col. Heft died last winter, at his home, Park and Black Rock avenues. After papers of administration had been granted his widow and son, Samuel H. Wheeler, Samuel C. Shaw and John T. King were named appraisers. They reported that he was possessed of property worth more than \$300,000, which in personal property, of which the bulk was in railroad stocks and bonds.

The first Mrs. Heft was Frances Helene Heft and she married Col. Heft at Mason City, Ill., Feb. 22, 1871. The couple came to live in Bridgeport in September, 1882. In September, 1902, just 10 years later, the first Mrs. Heft began a suit for divorce against the colonel, alleging infidelity with persons unknown.

The action was brought in the superior court here, Canfield & Judson representing Mrs. Heft, and Stoddard, Marsh & Boardman, the counsel for Col. Heft. Judge George W. Wheeler appointed Judge Morris B. Beardsley a committee to hear the case. Judge Beardsley reported Col. Heft guilty of misconduct with Mrs. William Adams of Wilkes-Barre, Pa. The acts of misconduct are said to have taken place at the Union Square hotel, New York city, at various periods, between December, 1901, and the date when action for divorce was brought.

The court gave Mrs. Heft a decree, \$20,000 alimony and the right to resume her maiden name of Cease. This latter right in the decree she apparently never exercised as she brings her present action under the name of Heft. Having obtained her decree of divorce, the first Mrs. Heft went to live in seclusion at East Mauch Chunk, Penn., where she has made her home ever since.

Col. Heft's second wife was Mrs. Mary Josephine Moore, a widow of Washington, D. C. She had a young daughter, who came to Bridgeport to live in the Heft home. She was killed in an automobile accident in the middle west several years ago, and the shock of the fatality told heavily on the colonel, whose advancing years brought failing health.

Col. Heft was for many years among the best known engineers of the New Haven railroad's consulting staff. He was an electrical expert. He supervised the installation of the third rail electric road, running from Berlin to New Britain. It was one of the first railroads of the type in this country.

He was one of the first chief engineers of the Bridgeport Traction Co., consolidating two rival horse car lines and electrifying the system, but sold out his holdings at a substantial figure, when the New Haven road took over this line, and lately his interest had been chiefly in railroad developments in the middle west.

The colonel continued his residence in Bridgeport in the stately stone mansion which he had built at Park and Black Rock avenues. An iron fence ten feet high surrounds the mansion and there are many big elm trees and rare shrubs and bushes about the garden and grounds. The colonel was a connoisseur and collector of paintings and art treasures and his home was filled with many beautiful trunks of art when he died.

The Epworth League of the Trinity M. E. church began a series of lectures on Child Welfare yesterday. S. R. Gordon, superintendent of charities spoke on "Poverty As a Cause of Juvenile Delinquency."

ROCKEFELLER INSPECTS COLORADO PROPERTIES

Trinidad, Colo., Sept. 20.—John D. Rockefeller, Jr., arrived here to-day for an inspection of the properties of the Colorado Fuel & Iron Company. Mr. Rockefeller and his party probably will spend two or three weeks in Colorado.

The visit of Mr. Rockefeller as active representative of the principal owning interest in the Colorado Fuel & Iron Company, has been planned since early in the year. It had its inception at the New York hearings before the Federal Commission on Industrial Relations.

WEATHER FORECAST

Increasing cloudiness tonight; Tuesday showers, moderate, variable winds, becoming south.